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*"I have said the words that I found to say—  
I have done all the work my hands could do,  
As I traveled along the toilsome way  
Planning and hoping for dreams to come true,  
And now, when the evening sun has set,  
I go to my rest with a carefree heart;  
I have faith in God, so I need not sigh,  
Things will come right.*

*"I have done my part."*

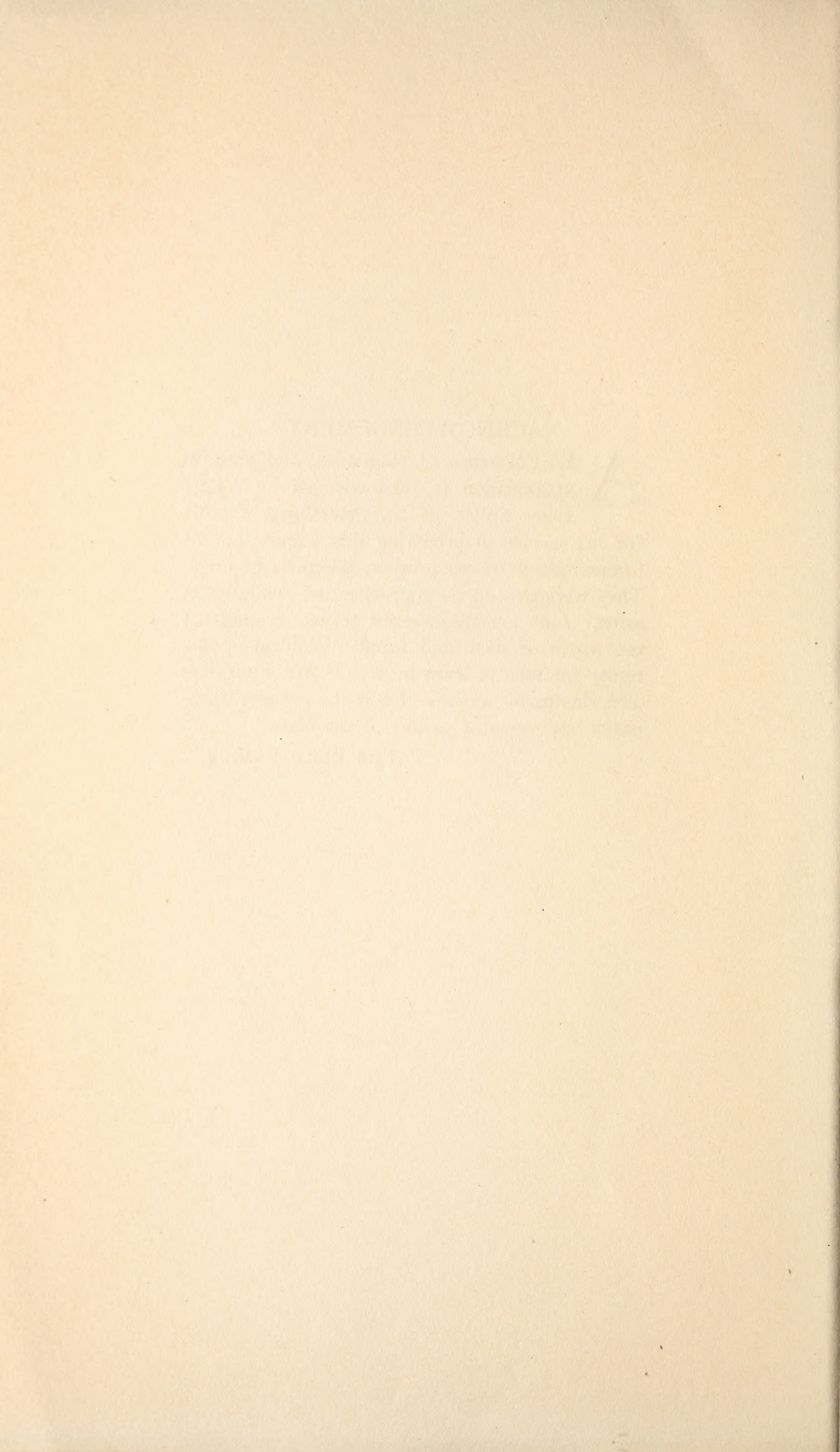


## ACKNOWLEDGEMENT

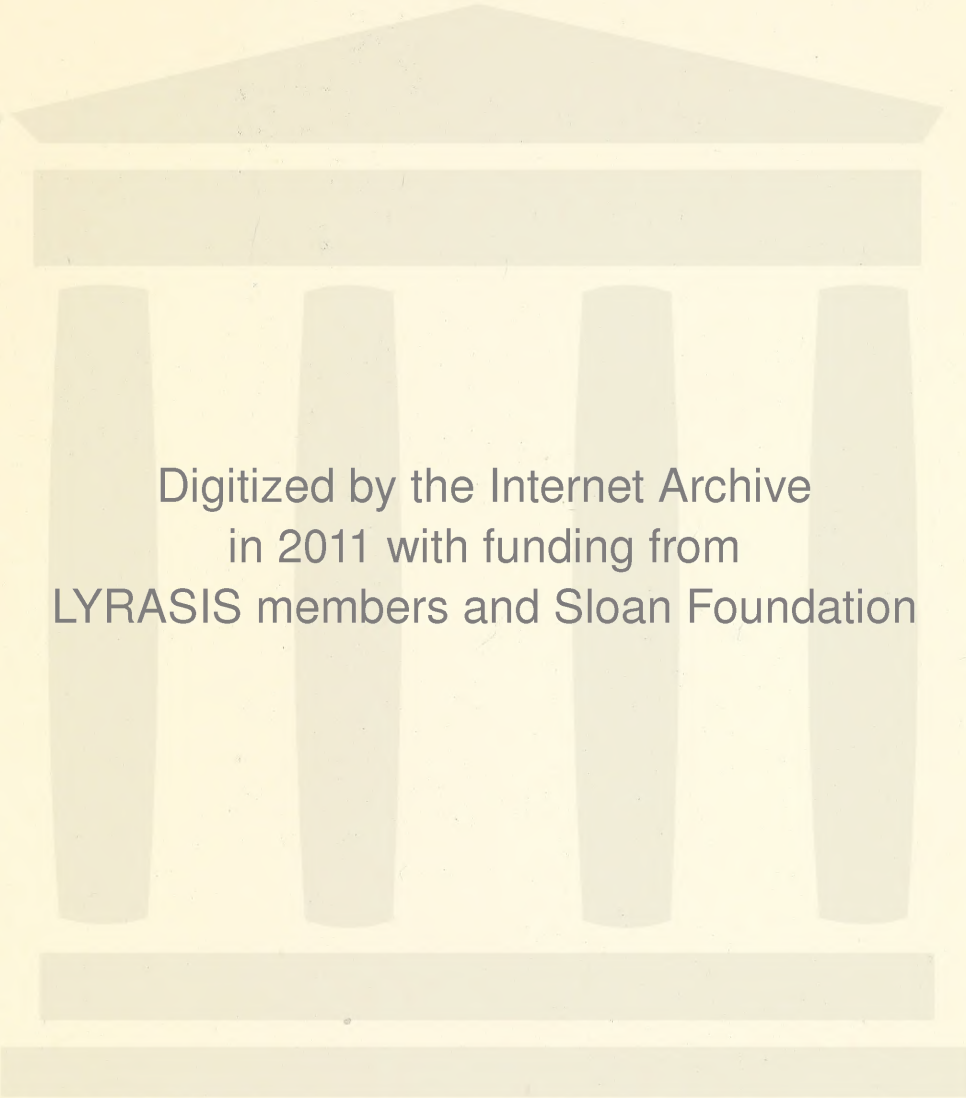
A KEEN sense of obligation, and grateful appreciation is acknowledged to Walter Pliny Fuller, of St. Petersburg, Florida for his service in preparing this volume on the life and worth of our brother, Bascom Lee Field. They were classmates in college, and comrades in arms. Both are the severest testing grounds of the worth of men, and supply the ideal opportunity for men to learn men. Of Mr. Fuller his own classmates wrote—"He is the premier, composite and versatile genius of the class."

THE FIELD FAMILY.









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BASCOM LEE FIELD  
1890-1918



## BASCOM LEE FIELD

*"Almost immediately after the start Lieut. Bascom L. Field was killed by shell fire and several of his platoon wounded.*

*"Sergeant First Class Hampton Morgan assumed command and proceeded with the work."*

WHICH is all the records have to say about the matter. Merely a sentence. One of most popular men in a famous regiment and an officer. War however recognizes—apparently—no individuality.

And yet Bascom L. Field, First Lieutenant of Company "D," 105th Engineers of the United States Army had spent the greater part of his 28 years training himself to be an Engineer; that highest exponent of civilized peace. Thousands of dollars had been spent to enable him intelligently to do constructive useful things.

He had been a leader among men mentally, morally, and in accomplishment at one of the foremost universities of the United States. Year after year he had patiently and lastingly shaped his life to make it produce for mankind—to serve and build.

With the training period over and with an apprenticeship served out with honor—with brain and body shaped for construction, just ready to repay his debt to himself and to a social organization which had helped produce him he was "killed by shell fire."

War, reckless prodigal of things, men and beauty, blotted him out without pause and whirled on to one



of its greatest red climaxes. With human life all reduced to the common denominator of "animal" by war Bascom Field, highest exponent of civilization, paid with priceless brain and ideal to find in War's depreciated human currency, himself merely a human; a dead, and therefore useless body.

Were those 28 years so utterly wasted then? With a reasonable expectancy of thirty or forty years of constructive service to a state eager and hungry for men of his stamp; with capabilities fit for the head of an ideal American family; with a genius for leadership—all destroyed: is there no recompense?

Under and following the emotional upheaval of war we cried, 'The sacrifices these heroes are making will ennoble and enrich us all forever.'

Contrarywise we wallow in reckless selfishness, organized laziness, criminal greed, financial hysteria, and political insanity.

Ten million agonized hearts crying to find answer with leaven of comfort have ransacked religion, and even created a new one of Spiritualism which would allow us to talk with the so sudden dead and thus soften the suddenness of

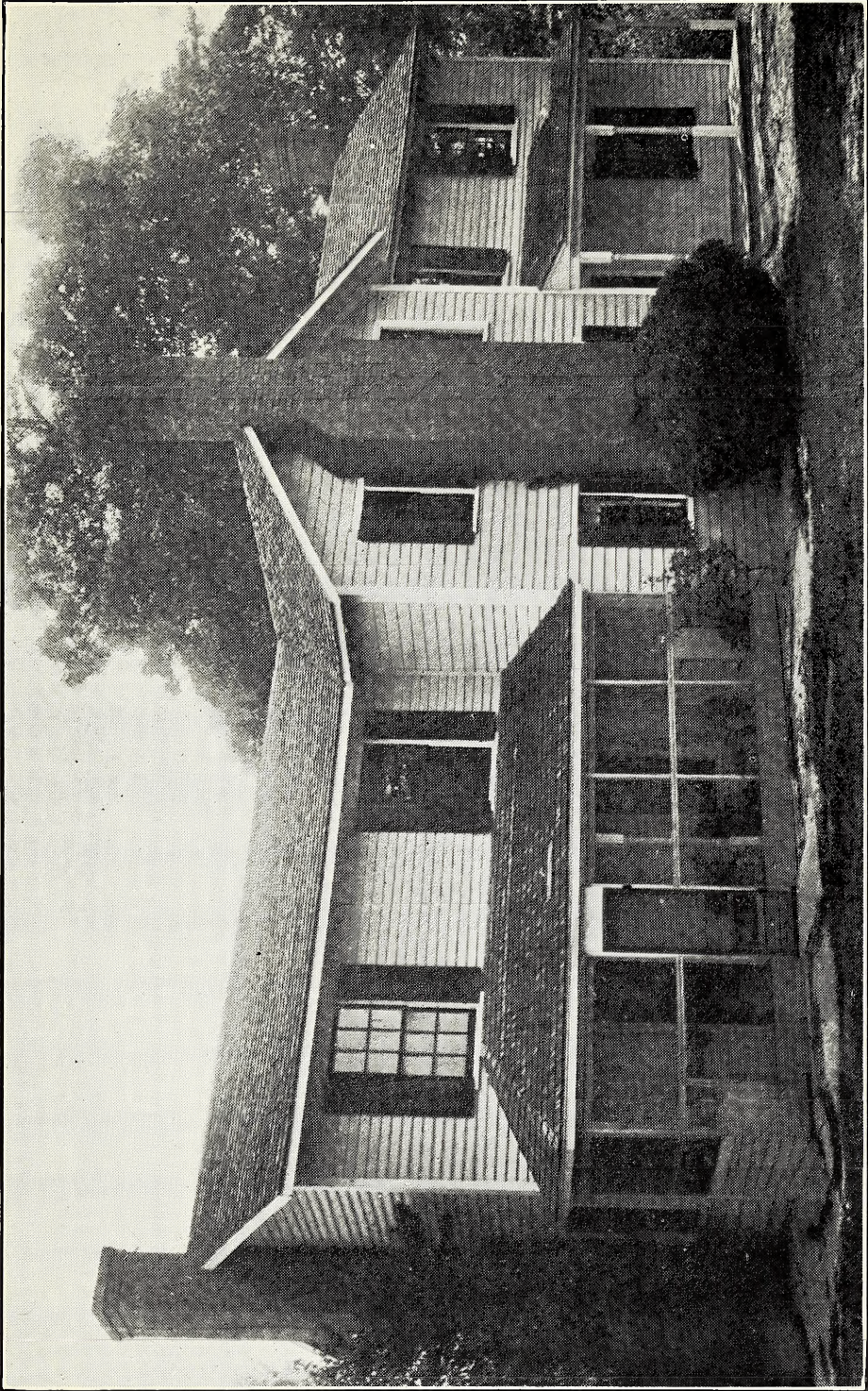
*"Almost immediately—killed by shell fire."*

Inevitably one must return to those unescapable obituary lines.

"Almost immediately after the start Lieut. Bascom L. Field was killed by shell fire and several of his platoon wounded. Sergeant First Class Hampton Morgan assumed command and proceeded with the work."

Let us face it then. Review the facts of the death of Bascom L. Field—and more important—the life of





THE FIELD HOMESTEAD IN RANDOLPH COUNTY, NORTH CAROLINA







Bascom Field and cast accounts in an effort to balance the topsy turvy book-keeping of Life.

*At the start know for what you seek.*

*"No good deed or act or thought is ever lost."*

A pupil in a backwoods school was "staying in" after school for failure to properly prepare a Latin lesson. The neglected work recovered, the pupil and teacher sat and talked first of Latin and then of other things.

The long shadows of whispering evening clouded round the hushed and deserted school room. Impatient Youth spoke rebellious and hot words against the uselessness of a dead and gone Language.

The teacher, grave and patient with the wisdom of Age and much association with Youth, spoke slowly and earnestly of these things; the value of culture, the logic of life and the optimism of the brave. She ended by saying

*"No good deed or act or thought is ever lost."*

"What?" cried Youth incredulously. "Suppose I think a good thought, and I don't tell anybody, and then die. How can that do anybody any good?"

"You will be better for it," replied Wisdom (Which is a kinder and truer word for age) and some way, some time it will have its effect. The world will eventually be made perfect as a result of the accumulated good deeds and thoughts of its people.

Youth went home through the dusk pondering.

The teacher is long since dead, but that kindly, brave remark has lived and endured because it is true.

Measured then by this yardstick, what of Bascom L. Field, dead at the age of 28 on the field of battle,



buried with hasty honor these months ago in distant France?

With the sometimes humdrum records aflame, lit with the idealism of this belief in undying goodness we will review his life.

\* \* \* \* \*

Bascom L. Field was from the soil. A typical son of a state in which 98 percent of its people are native-born and the sons and daughters of native-born.

Just as the farm seems to be the best and surest incubator of real men and women so do native Carolinians seem to be most truly American.

Bascom Lee Field was born at Lewisville, Forsyth County, North Carolina, on February 1, 1890, being the next youngest of five children; the others being James M. Field, born 1882; Mrs. R. K. Craven, born 1886, (died 1909); Mrs. J. Thad. Weatherly, born 1887 and Lynette Field, born 1892.

His parents were both native North Carolinians of true Scotch-Irish stock, fine exponents of the best type of native Americans. His mother, Flora Ledbetter, (an old and honored North Carolina name) was born and raised on the old family homestead place in Randolph County. His father, Melville C. Field, was also a native of the same County. He attended Bingham Military School at Mebane, N. C., and became a minister in the M. E. Church South, being attached to the Western North Carolina Conference at the time of his death, August 31, 1919. He only shortly survived his son.

Bascom graduated from the Pleasant Garden High School in 1911, his Principal being Frank L. Foust, an Alumnus of the University of North Caro-



lina, which he himself was later to attend. While he was attending the University his parents, in 1912, removed from the old home place in Randolph to Greensboro, N. C., the family making their home there until the time of Bascom's death.

As an indication of his earnestness in preparing for his life work, Field spent all of his summer vacations, not in idling at summer resorts or loafing at home, but in active engineering work which would give him practical experience to fit in with his college work during winters.

\* \* \* \* \*

At college Bascom Field was primarily a worker. Quietly he came and went about his work and play. Sanely, deliberately and wisely he chose his companions, his studies and his recreation. Not aloof, nor snobbish, nor yet self-centered, he lived largely self-contained because of his own richness. Slow to make friends or even acquaintances he never lost one once made. Not a man of the multitudes, yet respected and admired by that same multitude.

It goes without saying that his college life was highly successful, and that the above remarks about his college days are not empty high sounding phrases but are shown by his record.

Bascom Field entered the University of North Carolian at Chapel Hill in the fall of 1911 with the Class of 1915, registering from Climax, N. C. His first year was marked by no outstanding events. He did not loom up at once as a leader. In colleges there are always "Prep School Bulls" who, confidently dressed, flame across the verdant skies, as "prominent



members of the class.” Bascom Field was not one of these. Oaks do not grow nearly as fast as sun flowers.

An incident occurred here, during his Freshman year, which possibly is deeply significant of the man. He appeared on the baseball field the first day of practice attired in a home made baseball suit—a combination which has brought showers of “sidelines” chaff and ridicule down upon the “greenie” from time immemorial. But not a thought even of such did Bascom Field inspire. He wore the suit with an air of such rugged honesty and with a bearing of serene unobtrusive self confidence which naturally commanded respect. No better test as to manhood and fine qualities (not even excepting war) comes than on the athletic field. Field stood the test.

As a Sophomore, Field was chosen Secretary of his class. He was of the “secretary” type, that is, the one willing to do the hard work while the other fellow (although possibly working as hard) stands in the calcium.

Always a splendid student and a hard worker at his books the second year of collegiate work showed the reactions of a well rounded nature to extra-curriculum undergraduate life. He became an active member of the Dialectic Literary society, a member of the Sophomore football team and later the varsity scrubs. Consistent with the type of man he was, Field played tackle, a position requiring grit, speed, brains and endurance.

That spring he “went out” again for baseball at which sport he showed strength which he could easily have developed into varsity calibre had he given the time to it. He tried out for the outfield.



Bascom Field also in this year became a member of the Y. M. C. A.

The varied abilities and life interests of the man still further asserted themselves in his Junior or third year in College. Prof. Horace H. Williams, teacher of Philosophy at the University, had stated for years that he hoped to live to see the day when the one and same man would captain the football team, be President of the Y. M. C. A. and lead the Easter Dances. That Bascom Field was a possible candidate for this honor is shown by his record. He continued as a member of the scrubs in both baseball and football. He was still a consistent member of the Y. M. C. A. He also was Commencement Marshall, thus showing his three sided nature; physical, social, religious.

Other activities began to bear fruit. His interest in his class room work showed itself as a real thing by membership in the Elisha Mitchell Scientific Society, a voluntary organization which brought student and professor together outside of the class-room in intellectual interest. That his membership in the Dialectic society was not a mere bowing to custom is shown by the fact that he was a sophomore debator in the annual Dialectic-Philanthropic Soph-Junior debate, in the spring of 1913. He, together with H. S. Willis, a Junior, represented the "Di" society on the affirmative side of the query, "Resolved that coastwise ships should be allowed to pass through the Panama Canal without paying toll." He and his colleague lost the debate.

Interest in the folks "back home" was shown by the prominent part he took in the Guilford County Club. These county clubs had until that year been



mere social units to enable boys from the same community to fore-gather at infrequent intervals for "smokers" and "feeds." At this time they began to be real agencies for social and economic advancement of the home communities of the members through scientific study of practical, political and sociological problems.

Business ability showed itself in election to the position of Assistant Business manager of the *Tar Heel*, weekly college publication. Re-election to the position of Secretary-Treasurer of the Junior class was a mark of unusual distinction. There was an unwritten code prohibiting a man from holding office a second time in class organizations, a law which his classmates over-rode for his honor.

The aptitude for public speaking again showed in this third year when Field was one of two successful contestants from the Di society to take part in the Spring Junior oratorical contest for the Carr Medal.

These various branches of activity finally brought a college career of four years to a successful close. The evidence of the work are shown in the following quotations from the *Yackety Yack*:

"BASCOM LEE FIELD

GREENSBORO, N. C.

*Aged, 25; Height, 5 feet 11 inches; Weight, 155 pounds*

Y. M. C. A.; Di. Society, Guilford County Club; Elisha Mitchell Scientific Society; Assistant Business Manager *Tar Heel* (3), Manager (4), Secretary of Class (2), Secretary and Treasurer (3); Class football (2, 3, 4), Scrub Baseball (1, 2); Soph-Junior debate (2); Commencement Marshall (3); Greater Council; Junior Oratory; *Yackety Yack* Board (4); Golden Fleece, Phi Beta Kappa, Life Work Civil Engineer."



"Bascom is one of the hardest, most consistent workers we have. He strictly minds his own business and minds it well. He is liked by everybody and can be depended on to do his duty and a little more. Bascom could be a good athlete if he could spare more time from his work; but even with so much on his shoulders he has been one of the best of class athletes. A civil engineer managing a newspaper might stump some people but not Bascom. He choose "Skeet" Cobb for his love and let the skirts alone."

Looking at the record it will be seen that all activities continued their logical growth. He played on the senior class football team—which same is done only by those who have a genuine love for the game, uncoupled and non-dependent on an ambition to shine on varsity teams.

The assistant-ship on the business staff of the weekly newspaper found its reward with the manager-ship the next year.

The end of the four years found Bascom Field a member of the "Golden Fleece." This organization consists of eight members of the rising senior class elected annually for conspicuous endeavor in various lines of under-graduate activity. That he was considered one of the foremost eight in a class numbering a hundred or more culled from an entire state speaks its own sentences.

Purposely no particular mention has been made of scholastic endeavors until this time. Yet no better measure of the man can be made than through this medium. With civil engineering as his life work he naturally undertook studies leading to that end. No harder group of subjects as far as making "high grades" is concerned, could be selected. The course involved much field and laboratory work which



absorbed many more hours than ordinary class room work.

Yet when the final grades had been totaled it was found that Bascom Field was one of seven in the class to be eligible to the Phi Beta Kappa Society. This honor organization is of course nation wide and is open to those attaining specific honor grades in studies. At the University of North Carolina the standard requires an average of  $92\frac{1}{2}$  for the four years.

A study of the *Yackety Yack* record of the other six men who together with Field represented the 1915 Phi Beta Kappa membership shows Field head and shoulder above them in accomplishments. Only two others deserve even passing mention as athletes. None were prominent as debators or orators. None had shown any particularly strong executive ability. The other six—with all due respect to them—were merely studious men.

The record shows Bascom Field to have been a MAN, rounded and rich in all the attributes of a real man.

To summarize we find splendid results. Here was a man loved and respected of his fellows of all classes. He stood four square on all points. Prominent in athletics, class politics, oratory and business; interested in religion and social affairs; supreme in studies. It is truly a satisfactory picture. Here was a man interested and proficient in all phases of human activity but devoting supreme attention to his serious permanent life work. Truly a pleasing picture of a man.

With thoughts on constructive works of peace rather than destructive acts of war, Bascom Field



commenced what he thought would be his life work immediately after graduating. He became an engineer for the R. G. Lassiter company, remaining with that firm almost two years or until he entered the army.

As an indication of the fact that he graduated from the University really prepared for his life work, he won a \$50. prize offered by the Barber Asphalt Co. for the best paper on engineering problems. This paper is fully worthy of reproduction and is given herewith.



# BITUMINOUS MACADAM ROADS BUILT BY THE PENETRATION METHOD

University of North Carolina

June 1915.

B. L. Field

It is the purpose of this paper to discuss the bituminous macadam road built by the penetration method, a type which by reason of its low first cost and the small plant equipment necessary for its construction is well adapted to main country highways and to long stretches of road between large centers of population.

The first question which comes up in the matter of road building is that of type, and in the selection of this a great responsibility rests upon the road officials. There has probably been as much economic waste entailed by the use of an improper type of road as in any other way. This means that not only have too cheap roads been built, but also that in many cases the error has been directly opposite to this.

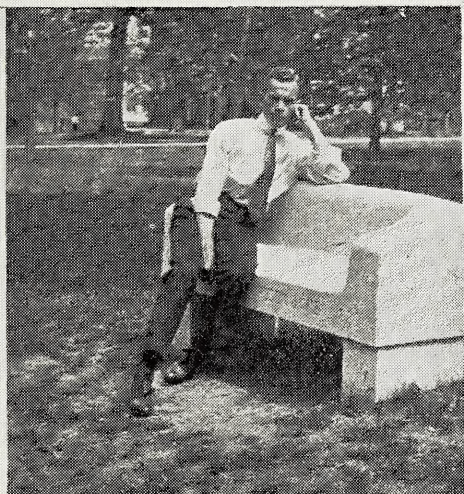
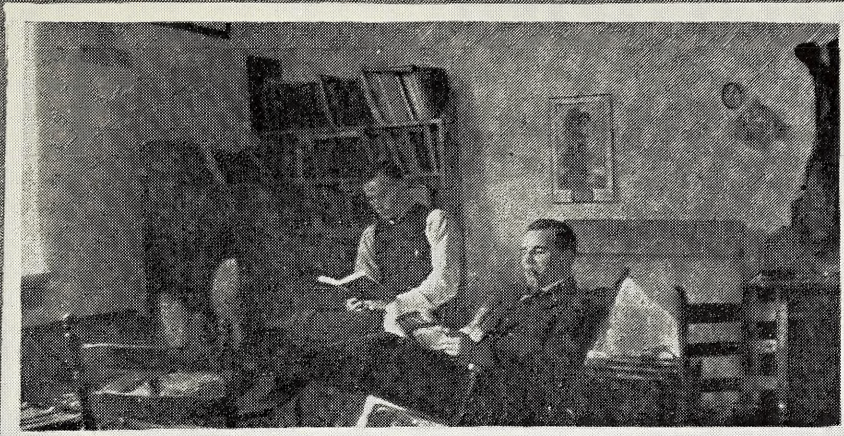
Evidently there is no definite rule by which this selection may properly be made, but in every case there are certain principles which govern and certain qualities which are desirable to attain in a road. The following requirements for an ideal pavement are taken from Tillson's "Street Pavements and Paving Materials."

1. Low in first cost.
2. Hard and durable to resist wear and disintegration.
3. Easily cleaned.
4. Light resistance to traffic.
5. Afford good foothold for horses.
6. Cheaply maintained.
7. Suitable for every class of traffic.
8. Impervious to water, yielding neither dust nor mud.

There is no doubt that the first requisite has more weight today than any of the others, and the surface sought is the one possessing the other seven qualities at a minimum expense.

Until the advent of motor traffic the water-bound macadam road was recognized as the most popular type of improved road for the main travelled country highways, by reason of its





SNAPSHOTS OF BASCOM FIELD'S  
COLLEGE LIFE







most nearly attaining the conditions set forth above. The changed character of traffic, however, has demonstrated beyond doubt that an ordinary water-bound macadam road cannot successfully withstand the raveling action of a considerable amount of heavy and fast motor traffic. The per cent of motor traffic on the through highways is about three-fourths of the total amount.

In order that the economic advantages of the water-bound macadam road might still be retained, and that the roads of that type already built might not be a total loss, recourse was had to treating the road surface with bituminous materials to bind the stone together, rather than to adopting some entirely new and more expensive type of construction. Experiments along this line have developed two general methods of applying the bitumen to the surface stone which have been largely followed in this country, one known as the *penetration method* and the other as the *mixing method*. In the penetration method, which is the one treated in this article, the bitumen is incorporated with the mineral aggregate by applying it on the top of the road after the stone has been laid and allowing it to run into, or penetrate, the voids in the stone. By the mixing method the bitumen is incorporated with the stone before it is placed on the road. In both cases it is considered sufficient to incorporate the bitumen with only the upper two or three inches of broken stone, constituting what is known as the wearing surface.

There has been a great deal of controversy between engineers as to the relative merits of the bituminous macadam as built by the two methods of construction, but a comparison of the two will not be entered into extensively here as it is believed each is suitable for a character of traffic which the other is not. The mixing method, which is relatively expensive, is a satisfactory substitute for the asphalt pavement in cities where the traffic is very dense; while the penetration method, which is much less expensive than the former, is the type for the main country highways, where the traffic will average from 100 to 300 vehicles per day of which 75% may be motor traffic.

There are some who would abandon the penetration method entirely because there have been a few failures of roads of this



type. If this reason were adopted as a criterion, every type of road in existence would be condemned. In some instances this type has been built where it was entirely inadequate for the traffic it had to support, and then because it raveled or rutted up under the severe strain, it has forthwith been condemned for any and all road surfaces. It would be just as sensible to condemn a buggy for all uses merely because it broke down under a load that would have taxed the strength of a heavy wagon. In other instances the failure has been due to poor materials and careless construction, a combination which is fatal to a road of any type.

These facts, however, have opened the way for considerable criticism from those having some other type of road to sell to the public, and the guilty official who has failed to observe even the primary steps in road building, is apparently only too glad to join the cry of those advocating the more expensive types of roads, in order that he may cover up his own mistakes and failures by condemning the road he failed on as a type now obsolete and worthless.

On the other hand there is no lack of evidence of the penetration method having produced some splendid roads where good materials have been used under competent supervision and thorough attention has been paid to details. A typical example of its success is found in the large mileage of fine asphalt-macadam roads in Los Angeles county, California, where the mixing method has not been used at all. Relative to this system of roads an editorial in *Engineering and Contracting* for April 22, 1914, says in part:

"Some of the earlier asphalt-macadam roads built by the county went to pieces, or, to express the facts more precisely, rutted badly under traffic. Upon digging up the rutted portions, it was found that an excess of asphaltic oil had been used in some cases, and in nearly all cases it was apparent that the broken stone had not been sufficiently rolled before pouring the oil over the surface. As a result of this experience, the specifications were changed to provide a water-bound macadam base with a thin top of asphalt-macadam made by the penetration process. Roads thus made have been in exis-



tence several years under exceedingly dense traffic and have given satisfaction."

Charles A. French, City Engineer of Laconia, New Hampshire, says in the Engineering Record of February 7, 1914: "This city has built since 1908 about 60,000 square yards of bituminous macadam pavement, the greater portion of which has been constructed by the penetration method and the remainder by the mixing method. All the work was done by day labor under the same supervision and by practically the same men and equipment using the same materials. We have found that penetration method to be much more satisfactory in every way and to be about 33% cheaper."

The New York Highway Department has built about 1,300 miles of bituminous macadam by the penetration method during 1909-10-11. These roads are reported to be in good condition now with very few failures. They have been giving excellent results with all indications that they will continue to give satisfaction for some time to come. The failures have been less than 1% of the total mileage built.

Where failures have occurred they can generally be traced to some defects in the original construction, and a study of the causes responsible for failure will now be made with the object of finding, by the light of past experience, the essentials of a construction method which will eliminate these causes. The main reasons for such failures as given by Spencer in "Transactions of the American Society of Civil Engineers" for 1914 are:

1. Improper foundation.
2. Improper sizes of mineral aggregate.
3. Top course becoming sealed before bitumen is applied.
4. Bituminous material of wrong consistency.
5. Uneven application of materials.

The surface indications of these various ways of failing are shown by: (a) depressions in the surface, due to settlement of foundation; (b) surplus of bituminous material on the surface, due to partial sealing of the top course before bitumen is applied; (c) raveling, due to bituminous material not adhering to stone; (d) wavy condition, showing either an unequal



distribution of bituminous material or lack of bond to underlying stone.

The outstanding features of a method of construction that will eliminate by prevention the failures due to these causes, as shown by experiment and experience, are:

First. The preparation of a well-drained and thoroughly compacted subgrade;

Second. The use of uniform large-sized stone,  $1\frac{1}{2}$  to  $2\frac{1}{2}$  inches, in the top, or wearing, course;

Third. The use of a bituminous binder that is tough, fairly hard, and which sets up quickly;

Fourth. The application of the bituminous material by an air pressure distributor, instead of by hand pouring.

A method embodying these essential features has been in use in Massachusetts for the past few years and has given excellent results. Too great stress, however, cannot be laid on careful attention to details.

Thorough drainage is even more essential in bituminous construction than in water-bound macadam or earth roads, since in the former the surface is impervious to moisture, and the water which gets underneath cannot dry out through the road, but must be entirely taken care of by drainage. Where the subsoil is naturally well-drained, a broken stone base can be used. The subgrade must be thoroughly rolled with a 12-ton roller until no further settlement is discernible. The base may be laid with broken stone, varying in size from  $1\frac{1}{2}$  to  $2\frac{1}{2}$  inches, to such a thickness as will compact under the roller to about 4 inches. After thoroughly rolling, the voids are partly filled with stone screenings, and the whole course rolled again. It is very important to roll this bottom course until it is well compacted and shows no movement under the roller, otherwise depressions will appear in the wearing surface. Where these depressions appear in the base, level up with stone and roll again.

If the subgrade is of a spongy character which will not compact under the roller, or which is not naturally well-drained, it will be necessary to use a 4-inch concrete base laid in the usual manner and with the surface roughened by tamp-



ing stone fragments into it to provide a thorough bond between the concrete and the wearing surface.

Where it is desired to use an existing old macadam for the foundation, 2 inches of new stone may be sufficient. The old surface should be well cleaned, and then be leveled up and put in good shape by scarifying and rolling before the new stone is applied.

Upon the base thus prepared by one of the above methods, the trap rock for the top course is laid to such a depth as will compact to two inches under the roller. The stone in this course should be of uniform size,  $1\frac{1}{2}$  to  $2\frac{1}{2}$  inches in diameter. It is then thoroughly rolled with the 12-ton roller and all depressions filled. No screenings are applied before applying the bitumen as this tends to seal up the surface and prevent the proper penetration of the bitumen. The top course should be dry-rolled so that there may be no moisture in the upper layer of stone when the bitumen is applied. Any water on the surface of the stone fragments will prevent thorough bond taking place between the stone and bitumen. When this course shows no movement under the roller, it is ready for the bituminous binder.

The binder should be a fairly heavy natural asphalt and applied at a temperature of 350 degrees (Fahr) under a pressure of sixty pounds per square inch. About  $1\frac{3}{4}$  gallons per square yard are required for a two inch surface. The greatest care should be used to apply the binder uniformly. This should be covered immediately with a light layer of small gravel or pea-stone, just thick enough to prevent the roller from picking up the surface. The pea-stone is broomed and used to fill the voids and is then thoroughly rolled with a 6-ton roller. After rolling, a seal coat of bitumen is applied by a pressure distributor at the rate of about  $\frac{1}{2}$  gallon per square yard. This is again rolled with the light roller after a thin coat of the pea-stone has been applied to prevent sticking. After this final rolling, the surface may be opened for traffic within 24 to 48 hours if the bitumen used be one which sets up quickly, such as a natural asphalt.

Large stone of uniform size for the wearing course is considered by some of the most experienced engineers to be a very



important factor in the success of the penetration work. Each piece of stone then has a bearing on others of the same size, and a layer of such stone can be well keyed together by rolling. Mr. Pillsbury, the engineer who has charge of the penetration work in the state of Massachusetts, gives a large part of the credit for the success of this method there to the use of this kind of stone in the wearing surface. If smaller size particles are introduced into the surface, the result is to wedge the larger pieces apart and prevent complete inter-locking and the stability which is obtained with stone of uniform size. It has been observed that with large size stone there is less tendency to ravel even when the life of the binding material is partially destroyed.

Another reason for the use of large stone of uniform size is that it allows better penetration of the binder, even after the top course has been rolled, than is usually secured with a graded stone unrolled. On a surface of this kind a limited excess of bitumen can be used, and this will exist in the road surface as a reservoir of material to enrich the road constantly under the traffic, here it would dry out and ravel with a graded stone merely coated with bitumen. This size of stone requires about  $\frac{3}{8}$  gallon of bitumen more per square yard per inch of top course, but considering the fact that the binder is the life of the road, the small increase in cost is more than justified by the increased efficiency of the road.

It is most important that the binder be applied uniformly so as to obtain a uniform mixture of the stone and bitumen. This can best be accomplished by machine distribution. A machine which delivers the material in the form of a spray that hits the stone in the road at a high velocity is preferable to one that delivers the material in the form of a sheet under low pressure. A small engine is usually attached to the sprayer to maintain the desired air-pressure.

Since the life of a road is no longer than that of its binder, the material selected should possess the characteristics of cohesiveness, lack of brittleness, and resilience. Although various types of binders have been used with good results, the natural asphalts have almost invariably been preferred for roads carrying the heaviest traffic, because of their greater



cementing value, their stability, and their higher resistance to disintegration by moisture. Another advantage is that by reason of their containing but a small percentage of volatile constituents, they set up quickly and do not bleed during the hot days of the summer. Coat tars and paraffine base petroleumums have been used but they are deficient in cohesive quality. No binder containing paraffine should be used, as it tends to make a mushy, disagreeable mud in wet weather, and does not bond well with the stone. To provide against the use of inferior materials, the road officials should buy a binder of known quality and furnish it to the contractor. In case this is not done, the road may be paid for at so much per gallon of bitumen used instead of by the square yard, and thus leave the contractor no incentive to economize on the amount of binder used.

The prices of bituminous macadam varies within rather wide limits in different localities, owing to variations in the cost of labor and materials, amount of work to be done, and the distance the materials have to be hauled. The addition of the bitumen by the penetration method will usually add from 25 to 35 cents per square yard to the cost of the water-bound macadam. Where the whole road is built new, with a four inch base, two inch wearing surface, and using lake asphalt as the binder, the cost is from \$1.00 to \$1.20 per square yard. With other binders the cost is less in proportion to the cost of the binder, but since the binder composes about 10% of the road, and is such a vital part of it, no economy should be practiced here. For the same character of work, using the same materials and labor, the mixing method costs from \$1.60 to \$2.00 per square yard, besides requiring a much larger outlay for plant equipment and machinery. By the penetration method the bitumen may be shipped in tank cars to the nearest railway siding, there pumped directly into the pressure distributors by the same engine used to supply the air-pressure, and thence hauled to the point of application at a minimum expense. The pressure distributor is about the only expensive piece of machinery to be bought. Where the amount of work to be done will not justify the purchase of a machine, it may be rented from the asphalt companies at a reasonable rate.

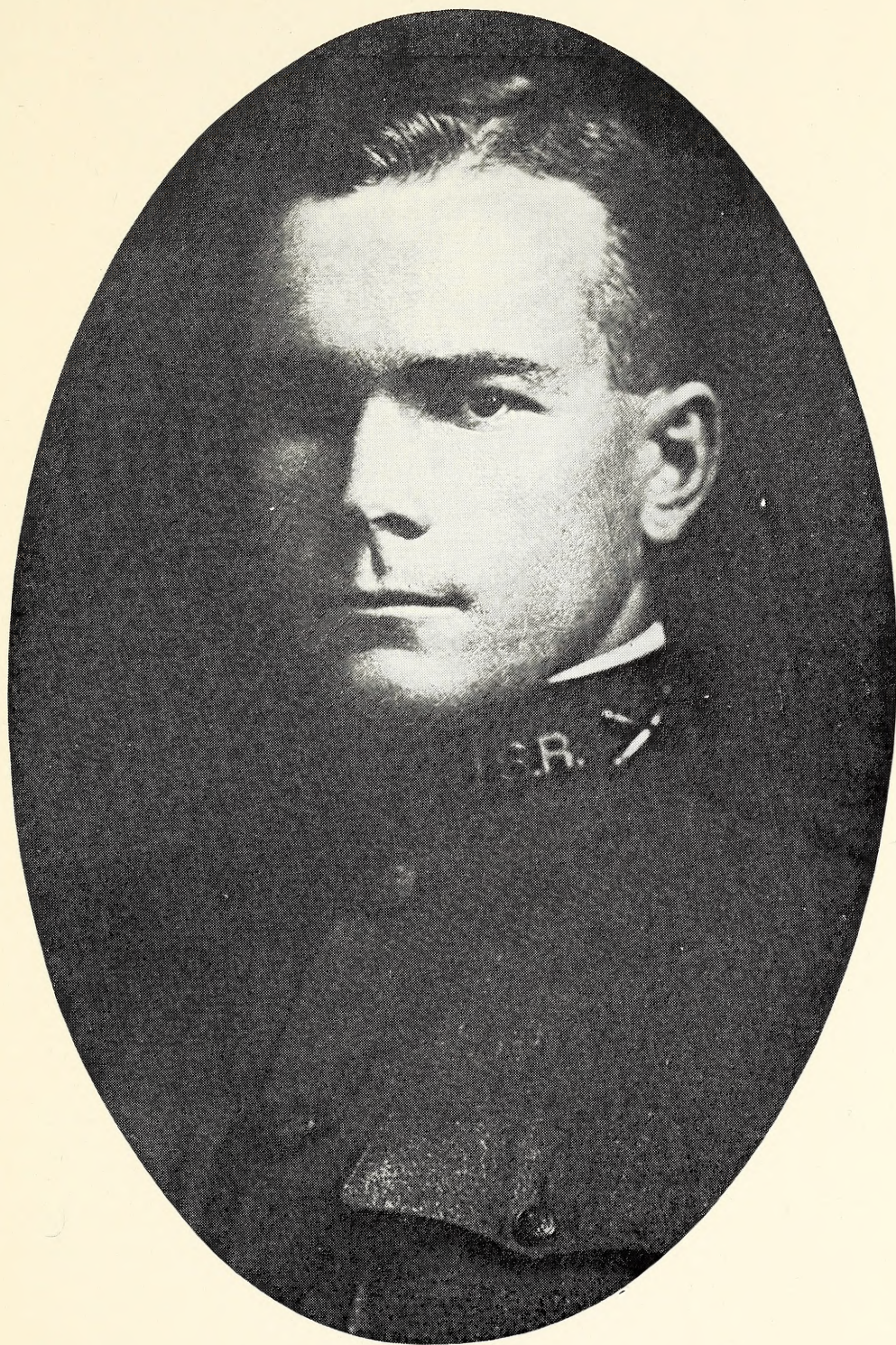


The fixed charges on the roads built by the mixing method in the way of interest and sinking fund makes it more costly and less economical in the end than the cheaper road built by the penetration method with a moderate cost of maintenance. For instance, a mile of road built by the penetration method, assuming an average cost of \$1.10 per square yard and a 16 foot roadway, will cost \$10,320, and should be capably maintained for \$250 per annum.

On the other hand, a mile of road of the same width built by the mixing method, assuming an average cost of \$1.60 per square yard, will cost \$15,010. This necessitates an interest charge on the extra \$4,690 cost, which at  $4\frac{1}{2}$  per cent would be \$211 per year. To this must be added a sinking fund of 1 per cent, which would make a total of \$258. Assuming that the maintenance cost of the road built by the mixing method is no more than that of the one built by the penetration method, this gives \$258 as the annual excess upkeep cost per mile of highway. When it is considered that for moderate traffic roads the life of the two would be about the same, it is at once evident that a great saving is effected by the adopting of the former type.

We are on the eve of an era in road building comparable only to railway building between 1840 and 1880. There is every evidence that we will be able to obtain roads suitable for a moderate amount of traffic at a reasonable cost. We need not be driven always to the most costly types of roads, the building of which would very greatly reduce the mileage of new roads which could be built with reasonable appropriations. To the fullest extent in an economical way, we should seek to extend the greatest good in the way of roads to the greatest number of people. The cheapest road that is suitable for the traffic should be built. The bituminous macadam road built by the penetration method according to the methods laid down in this paper, with careful inspection, and with competent engineering supervision, is destined to play an important part in the building of the main country highways of the future.





BASCOM LEE FIELD  
1890-1918







## BASCOM L. FIELD AS A SOLDIER

**A**S A SOLDIER Bascom L. Field was without a flaw, a volunteer Officer in the Engineers, a position attainable only through previous technical excellence found to be combined with qualities of leadership, judgment and ability.

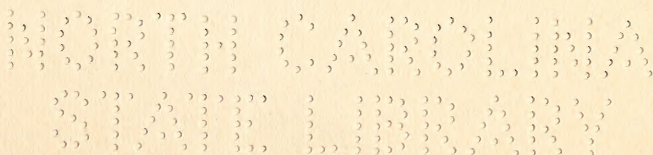
Member too of a unit which must give honor of position to none. Ninety-five percent of the personnel, sons of native born Americans, first American troops on the soil of Belgium, and a unit which helped break the Hindenburg Line.

The 30th Division is a distinctively American division. The division was constituted of National Guard troops of North Carolina, South Carolina, and Tennessee, augmented by many thousands of selected draft troops from the states of Indiana, Illinois, Iowa, Minnesota, North Carolina, South Carolina and Tennessee.

The division was dubbed "Old Hickory" after the warrior and statesman Andrew Jackson, who was so closely identified with the history of the states furnishing the major portion of its members.

Bascom Field volunteered. He did this quietly and at once. He had believed for several years that the United States should go in the war and his direct, fact facing nature accepted no other plan than his own offer of life.

A brief history of his war record is given in "A History of the 105th Regiment of Engineers" published by members of the unit immediately following





the war. In the Roll of Honor which is devoted to those killed, Captain Bascom L. Field is given first place. The following statement, together with his picture, being published:

"Captain Field entered service July 25th, 1917, as Master Engineer on the staff of the then Major Joseph Hyde Pratt, Commanding Officer of the 1st Separate Battalion, N. C. Engineers. When the 2nd Training Camp was opened Capt. Field was sent to the Artillery Training Camp at Fort Oglethorpe. On the completion of the course he was commissioned First Lieutenant, Artillery, U. S. A. He was assigned to the 105th Engineers, and commissioned First Lieutenant, Engineers, in September, 1917. He was with Company "D" as platoon leader until September 29th, 1918, when he was killed in action. He was a member of the Advanced School Detachment sent to France from the 105th Engineers in May, 1918, and was promoted Captain on September 21st, 1918.

Captain Field was in charge of a platoon of Company "D" doing road work in the attack on Bellicourt, September 29th, 1918. A few minutes after 'Zero' hour, as he stepped out on the road with his platoon, he was instantly killed by a bursting shell. His body is buried at Tincourt, France."

Study long and carefully the pictured face of Bascom Field. Firm and uncompromising as granite. You see pictures in which the owners visibly strain to look important, masterful, pleasing or whatever they choose as desirable, but he faces you in quiet repose of conscious strength, straight cut mouth with firmly pressed lips, chin full and square, high prominent cheek bones, close cropped hair, eyes straight away, yet spelling just the right amount of warmth and softness to make the fact that of a strong, kindly, justice loving Man-American.

Captain Field was assigned on December 19th, 1917, to Company "D" 105th Engineers as 1st Lieutenant.

"Company "D," 105th Engineers, previously Company B of the 1st Inf., N. C. N. G., was organized in



February, 1909, at Dallas, N. C., and immediately accepted into the National Guard of North Carolina. The station of the Company was very shortly moved to Gastonia, N. C.

This Company engaged in the joint maneuvers at Chickamauga Park in 1910; attended all National Guard encampments held at Camp Glenn, N. C.; Federal service on the Mexican Border for four months, 1916-1917, and was mustered out of Federal Service on February 15th, 1917. It was again mustered into Federal service on August 5th, 1917, and preceded the regiment to Camp Sevier on August 10th, where it remained until September 12th and then became Company "D" of the 105th Engineers.

At the time of the transfer the company was commanded by Capt. John P. Reinhardt, assisted by 2nd Lt. Richard W. Rankin."

"Immediately upon the formation of the regiment, September 12th, 1917, intensive training in infantry and engineering work was begun under the command and direction of Colonel Harley B. Ferguson and the able assistance of Major (now Colonel) Joseph Hyde Pratt.

Until May 18th, 1918, this training was continued, with the exception of possibly one week when the thermometer was so low that outside work was impracticable. The regiment and the Engineer Train received their full equipment and were able to train in all branches of the work without hindrance. A great deal of work was done in preparing training grounds, rifle ranges, lakes and trenches, which proved to be a most valuable method for obtaining results in training."



On May 1st, 1918, an advanced Detachment of nine officers and nine men left Camp Sevier for overseas, Field being a member of this special detachment. He wrote his brother on April 22, 1918, from Camp Sevier as follows:

“COMPANY D, 105TH ENGINEERS,  
Camp Sevier, S. C.

April 22, 1918.

DEAR JIM:

I have received notice to be ready to move at any time so I expect to leave this week. The regiment will not go on until some time later. I am glad to be selected to go first but wish that I could have come home again before leaving, which I had hoped to do the latter part of this week. I do not have any idea that our orders will permit any stop over en route.

Will advise you later of developments.

Good luck,  
BASCOM.”

This detachment was composed of the following officers (rank as of the date the detachment left the United States):

Major Perrin C. Cothran.

Captain George W. Gillette.

Captain Theodore E. Seelye.

First Lieutenant Bascom L. Field.

First Lieutenant Francis B. Warfield.

First Lieutenant George P. Murphey.

First Lieutenant Albert H. Spence.

Second Lieutenant Alexander Taylor.

Second Lieutenant John F. Hill.

These officers, in charge of Major Cothran, left Camp Sevier, South Carolina, on May 1st, 1918. They sailed from Hoboken, on May 8th, 1918, on the Steamship George Washington, and reached Brest, France, on May 18th, 1918. The detachment attended the Army Schools, American Expeditionary Forces, at



Chatillon and Langres, and rejoined the Regiment on July 14th, 1918. Each Officer in the detachment made an enviable record at the schools.

After arriving in France this special detachment was assigned to special training duty with the French Army.

On July 21st, 1918, Lieutenant Field was attached to the 2nd British Corps Headquarters as Liaison Officer, relieving Captain Frederick D. Stafford.

On August 17th, Field rejoined his Company, the Regiment having been ordered into line. In the meantime the Regiment received thorough training following its arrival at the training area in France on June 18, 1918. Then began the period of intensive preparation, extending from June 19th to June 30th, the work varying from ordinary military activities to engineer instruction. On July 1st a two day march begun which brought the Regiment to the city of Arques. That night the men were the victim of their first air raid, without casualties however. At the end of the next day's march the 1st battalion camped at the village of Terdeghem and the 2nd battalion at Bavin Chove and Oxel Aere. These points were fairly close to the actual front line as the Regiment was under enemy artillery fire that night.

The next ten days, July 1st to July 10th, were spent in this area—Winnezeele, which was in the second line of defense. The regiment was engaged in actual construction work and further drill in training, in preparation for first line duty, which was soon to come.

On July 11th the regiment was attached to the 33rd, 34th and 49th British divisions in the front line,



holding the Ypres and Canal Sectors, the men remaining here on duty until August 16th. During this period and for some time in the future, Regimental Headquarters and one battalion headquarters were maintained at Strathcona Camp. On July 16th the organization suffered its first casualties from enemy fire. During the night of July 16th-17th, an enemy plane dropped a bomb which landed in the farm yard where the troops at Strathcona Camp were. Sergeant Huffman was killed immediately, Lieutenant A. H. Spence and H. A. Church were severely wounded and four privates were wounded, two of whom afterwards died from their wounds.

On July 24th, headquarters of the 1st Battalion was moved from Strathcona Camp to Furze Camp, exchanging headquarters, with the 2nd Battalion which returned to Strathcona Camp. Headquarters camp was still maintained at Strathcona with some slight changes, the work of training being continued at this locality until August 16th.

On the next day Lieutenant Field rejoined his men, Company "D" of the 2nd Battalion, as the Regiment had been ordered into the battle line. On the 17th the Regiment relieved the 33rd British Royal Engineers and the 31st Middlesex Pioneer Battalion. The movement was completed on August 25th, when we find Regimental Headquarters at Convent Camp, the band at Husband Camp and the Engineer Train and Transports at a point designated on the official maps as L 7 d 7.5. At this point the actual war experience of Bascom Field began.

At the point occupied by his Company, there were seven reinforced concrete pill boxes built in the ruins



of a moated chateau. Instructions were issued to troops to remain away from these concrete shelters until examination could be made.

These pill boxes were formerly built by the British and taken by the Germans in their advance later. Apparently only three of the shelters, those with entrances facing in a direction parallel to the lines, had been used by the Boche. The others had entrances facing the Allied lines and were exposed to fire from this side. These were just as the British had left them and no attempt had been made to place hidden explosives in them.

Upon examination, two of the three shelters which the Boche had been using were found to be planted with explosives which were intended to be set off by any one entering the shelters. The manner of arrangement of the charges was almost identical in both cases.

The doors opened inwardly and had been left ajar about six inches and fastened with a string to the door facing to prevent opening further. Then sandbags were piled about three feet high against them on the outside so that when the string was unfastened the weight of the bags would push the door open. To the top of the door was fastened a string leading to the pin of a striker just above the door entrance. From the striker an instantaneous fuse led to a detonator placed in the corner behind the door. The opening of the door was intended to pull the pin from the striker, allowing it to fall and produce a spark of light the instantaneous fuse which would then explode the detonators and set off the charge.

The examination of the shelters was very carefully made and no object was touched until it was evident



that it was not connected with a hidden charge. Any wires found were very carefully traced out to their ends. Planks from the floors were removed in order to detect any trap which might be placed there. In the two cases above described the sandbags were first carefully removed and then the string above the door and the fuse leading from the strikers were found and cut before the door was opened. The detonator was then taken from the charge and the explosives carried outside.

The shelters had been very little damaged by shell fire although apparently no shell larger than a six-inch had made a direct hit upon any of them. One wall only a foot thick facing the Allied lines had successfully resisted a direct hit from a small caliber shell.

During this period Lt. Field and his men were busy with various activities. They investigated and made sanitary the drinking water supplies, did road patrol work repairing damage done by enemy fire, salvaged various material, strung wire and repaired trenches and bridges.

On September 3rd a Division of which the 105th Engineers was a part, was transferred from the 2nd British Army and attached to the 1st and 3rd. The Regiment was relieved in the line on the 3rd and the movement to the new position was completed by 11:00 A. M. on the 4th.

On the 6th, after a day's rest, the Regiment moved by three trains, the trip being very uncomfortable and in some cases as many as 40 men being crowded into the small French box cars. The trip was made via Bergues, Dunkirk, Calais, to the St. Pol area at Bryas, arriving at 4:30 in the morning of the 7th. After a





SNAPSHOTS OF BASCOM FIELD'S BOYHOOD DAYS







march of seven miles the 2nd Battalion of which Company "D" was a unit was camped at Ternas.

Due to change of orders the Division was now attached to the 1st British Army instead of the 3rd. The time of the Regiment was occupied from then until September 16th with light work.

On the 17th and 18th another move was made to the Pouchevillers area, being attached to the 3rd British Army. This change was made by a two day road march.

On the 22nd still another move was made, this time by bus to the Hautallaines area at Tincourt. Company "D" did not make this move however. It together with a detachment of 17 men of Company "E," making a total enlisted strength of 240, were held as Division Engineer troops and at the end of a three day's march camped on the 23rd, at Bois-du-Buire.

The Regiment was now busily occupied with preparations for the attack on the Hindenburg line, North of St. Quentin. With the exception of Companies "C" and "E" the Regiment was now at Bernes and was assigned to duty with the Second Canadian Railway Troops and assisted in rebuilding a railway which had not been repaired since its destruction by the Germans during their retreat of 1914.

On the 24th, work was interrupted by orders transferring the Regiment back to the 30th Division. The move to Hervilly being made at once. Company "D," 200 men of Company "C" and 17 men of Company "E" were not effected by this order.

From September 23rd to September 28th Company "D" with a detail of seventeen men from Com-



pany "E" were engaged in work at Division Headquarters, laying duck boards, making and repairing roads, guard duty, and the making of road and water signs to be used in the advance of September 29th. They also made many wooden crosses for use in marking graves.

On September 25th one platoon of Company "D" under Lieut. Field and a detail from Company "C" were engaged in preparing the camp at K 11 c 5.5 northeast of Roisel for advanced Division Headquarters. There were some Nissen huts in the old quarry here and in addition to repairing these, 20 shelters for four men each were excavated in the walls of the quarry for protection from air raids. The remainder of Company "D" and the 17 men from Company "E" continued work at Division Headquarters at Bois du Buire.

On the 26th the 2nd Battalion Headquarters was moved and consolidated with the 2nd Australian Tunneling Company. On this day Company "D" continued the same work as on the 25th except that in the afternoon the seventeen men from Company "E" who had been attached to the Company moved by march to L 1 c 4.6, where they joined the company.

The next day, the 27th, the 1st Battalion was assigned to duty at laying the "jumping off tape" for the Infantry. This work was done at night.

One platoon of Company "D" under Lieut. Field continued work on the new advanced Division Headquarters, this company now being attached to the 5th Australian Pioneer Battalion. Corporal John F. Compton of Company "A" was killed during the night while laying tape.



Preparations were now ready for the battle of Bellicourt which was preliminary to the smashing of the Hindenburg line.

Company "D," attached to the 5th Australian Pioneer Battalion for the purpose of opening up the roads for single horse traffic behind the Infantry advance, was in position on the Red and Black roads as follows:

1st Platoon Co. "D," under Lieut. Stroup, in trenches at L 12 c 5.5, Black Road.

2nd Platoon Co. "D," under Lieut. Field, in trenches at L 2 c 8.2, Black Road.

3rd Platoon Co. "D," under M. E. Rust, in trenches at L 5 d central, Red Road.

4th Platoon Co. "D," under M. E. Ledbetter, in trenches at L 5 d central, Red Road.

The Second Battalion was engaged on road work under the Chief Engineer of the Australian Corps, the object in view being to keep the roads open for artillery, ammunitions and supplies, during the attack, and later to convert one of the roads into a two-way motor traffic road.

In practically every case a great deal of data recording the nature and general condition of roads to be used were available before attack. This data consisted of information gained by intelligence, by existing maps of previous roads, by aerial photographs, and by direct observation. Some of the roads were entirely new ones constructed for H. T. or M. T. by the enemy or old roads of a minor nature which had been brought up to first class condition by him. The gathering of all this data was of the utmost importance to the organization of the working force and subsequent prompt routing of traffic.



Two roads extending forward in the direction of the advance were usually selected in each division sector, although, of course, this would be guided by circumstances. These roads would be plotted on maps following existing roads, except where prevented by special conditions, an obvious requirement being that any such road should accommodate throughout a definite class of traffic or be susceptible to rapid transformation to that class. The roads thus selected were given a distinctive name and were referred to thereafter only by that name. The colors were commonly used for names; for instance, the Red Road, Black Road, etc.

The nature of repairs performed on forward road work involves little in the nature of technical requirements. The primary requisite is concentrated effort, rapid execution, and the application of a small amount of common sense. The forward road parties indulge but little in the niceties of road construction and repairing, their function being to get the road open in the shortest possible time for the highest class of traffic that the road will bear. This means, in a rapid advance, that it must be ready when the traffic is ready and that may be only a matter of an hour or even of minutes. The responsibility which rests on the road engineer is of the heaviest, since he must open and keep fit the lines of communication which are the arteries supplying the very life blood of the advance.

Company "D," with the above dispositions, started out just a few minutes after Zero hour, the 1st and 2nd Platoons, under Lieuts. Clarence S. Stroup and Bascom L. Field, from Villeret on the Black Road;



and the 3rd and 4th platoons, under Master Engineers Albert L. Rust and Charles B. Ledbetter, from Hargicourt on the Red Road.

Almost immediately after the start, Lieut Bascom L. Field was killed by shell fire and several of his platoon wounded. Sergeant 1st Class Hampton Morgan assumed command and proceeded with the work. These two platoons, the First and Second, proceeded along the Black Road under our barrage, removing obstacles and filling shell holes until they reached the eastern edge of Bellicourt, where they were ordered back by Infantry Officers because of machine gun fire from Bellicourt. In addition to their road work they captured eleven prisoners. The casualties for these two platoons for the 29th were: killed, 1 officer and two O. R.; wounded, 23 O. R.

The fighting continued all during the 30th, it being found that the casualties were: killed, 1 officer (Lieut. Field) and 14 other ranks; wounded, 5 officers and 121 other ranks.

Company "D," which had left but one unwounded officer, was left in camp and Lieut. John F. Hill from the 1st Battalion was assigned to the Company temporarily on special duty.

The movement had been entirely successful and the Hindenburg line had been broken and captured. Lieut. C. S. Stroup was sent to the Army Training School in Tangres, leaving Lieut. John F. Hill the only commissioned officer with Company "D," even he having been assigned from another command. Lieut. Geo. P. Murphy was put in temporary command of the Company.

The official records of the regiment at this point states:



"Extract of S. O. 265, G. H. Q. A. E. F. 1917 Paragraph 205 under provisions of G. O. 78 W. D. 1918, was received announcing the following temporary appointments in the Corps of Engineers, U. S. Army, effective September 2nd, 1918:

Bascom L. Field from 1st Lieut. to Captain and assigned to 105th Engineers.

Captain Bascom L. Field was killed September 29th in action and though appointed Captain September 2nd, was never notified of the appointment."

Two letters from friends of Lieut. Field state that he did have knowledge of this appointment, one letter saying the night before his death and the other, two days previous.

By October 16th the strength of Company "D" had been reduced to two officers and 144 men, this number being less than any other Company in the Regiment, as Company "D" had suffered very heavily during the fighting.

On October 20th the 30th Division, which included the 105th Engineers, was withdrawn for rest. The First Battalion being sent to Busigny and attached to the Fourth Army. The men were given three days to bath and delouse. The Second Battalion, which included Company "D" was sent to Montbrehain.

On the 23rd of October Company "D," which now included one officer and 136 men, with the remainder of the Second Battalion entrained at Tincourt where it rested until November 4th.

On November 8th the unit moved to Marez, where it was when the Armistice was signed.

On the 21st of November the Regiment was detached from the British forces and for the first time



attached to the A. E. F. at Marolles. Then began a tedious period of waiting in camp which continued from November 21st to March 3rd 1919. At this date the Regiment moved to Le Mans, a forwarding camp. After another long wait the Regiment entrained for St. Nazaire. On the last day of the month, Companys "A" and "B" and Headquarters Company embarked on the Martha Washington, reaching Charleston on April 13th. The men were then sent to Camp Jackson and mustered out on April 18th, 1919. The other units remained at St. Nazaire until April 4th when they embarked on the Leelandia. They landed at Charleston on the 18th of April and were taken to Camp Jackson.

On the 22nd of April the North Carolina men in the Regiment went to Winston-Salem where they were given a great ovation as they paraded the streets. The Tennessee and South Carolina troops were mustered out on the 22nd and 23rd and Companys "C," "D," "E" and "F" were mustered out the next day.

At 2:00 P. M. on April 28th, 1919, Colonel Joseph Hyde Pratt and Captain Harry Tucker registered "out," ending the career of the 105th Engineers. The regimental colors were sent to the North Carolina Historical Commission.

Among the men in Company "D," which was Field's command, recognized for bravery Sgt. 1st Class Hampton Morgan received the British Military Medal and was "cited" in Division Orders. At the commencement of the engagement 29th September, 1918, near Bellicourt, this non-commissioned officer's platoon commander was killed, and due to other casualties the platoon became somewhat disorganized.



Sergeant Morgan immediately took charge, reorganized and carried out the original plans without loss of time. Although subjected to heavy shell and machine gun fire, and notwithstanding the aforementioned handicap, this portion of the operation was successfully carried out. Others were:

CORPORAL JOHN C. BLACK, Company "D"

For his actions as given below Corporal Black received the British Military Medal and was "cited" in Division Orders:

During the operation 29th September, 1918, northwest of Bellicourt, in the face of severe shell and machine gun fire, this non-commissioned officer organized his own squad and a squad of Australians for the purpose of constructing a bypass around a heavy crater in the road. He was not deterred by a machine gun attack from enemy planes which attacked him and his men during their work.

CORPORAL CHARLES F. STEPHENSON, Company "D"

For his action as given below Corporal Stephenson received the British Military Medal and was "cited" in Division Orders:

During the engagement 29th September, 1918, at Bellicourt, this non-commissioned officer was employed with his squad in planking over a shell hole in the road. While thus engaged his men were fired on from the flank. Corporal Stephenson detected the flash through the fog, grasped his rifle, and alone rushed the hostile group, killing one of the enemy, taking two prisoners and clearing the adjacent shell holes. His prompt action saved the lives of the men and permitted their carrying out the work without interruption.



PRIVATE FRANK C. ROSEMOND, Company "D"

For his action as given below Private Rosemond received the British Military Medal and was cited in Division Orders:

During the operation 29th September, 1918, near Bellicourt, this soldier was on duty as a guard while his squad was at work. Upon being halted by two Germans who had penetrated our lines he threw himself on the ground and shot them both, barely avoiding their fire. His presence of mind and immediate action permitted the continuance of the work without interruption.

PRIVATE SHUG WILSON, Company "D"

For his action as given below Private Wilson was awarded the American Distinguished Service Cross:

During the engagement 29th September, 1918, near Bellicourt, this soldier, acting as stretcher bearer during an intense bombardment of a sunken road, when all others had sought cover, volunteered to bring in Sgt. Henry O. Carpenter, severely wounded. Although knocked down twice by concussion of shells, which exploded a short distance from him, he gave unwavering assistance in dressing the wounds of Sgt. Carpenter, and later carrying him to shelter.

Some idea of the work done by the unit of which Lieut. Field was a part and for which he gave his life is contained in the following letters, the first being from General Haig, Field Marshal, and the other from General John J. Pershing. Both of these Generals mention September 29th as the big moment in the life of this Regiment and it as on this day at the height of the attack that Lieut. Field died.



"November 16th, 1918.

*Commanding General, II American Corps.*

Now that the American II Corps is leaving the British zone, I wish once more to thank you and all officers, non-commissioned officers and men under your command, on behalf both of myself and all ranks of the British Armies in France and Flanders for the very gallant and efficient service you have rendered during the period of your operations with the Fourth British Army.

On the 29th September you took part with distinction in the great and critical attack which shattered the enemy's resistance in the Hindenburg line and opened the road to final victory. The deeds of the 27th and 30th American Divisions, who on that day took Bellicourt and Nauroy and so gallantly sustained the desperate struggle for Bony, will rank with the highest achievements of this war. They will always be remembered by the British Regiments that fought beside you.

Since that date, through three weeks of almost continuous fighting, you advanced from one success to another, overcoming all resistance, beating off numerous counter attacks, and capturing several thousand prisoners and many guns. The names of Brancourt, Premont, Busigny, Vaux Andigny, St. Souplet and Mazinghein testify to the dash and energy of your attacks.

I rejoice at the success which has attended your efforts and I am proud to have had you under my command.

(Sgd.) D. HAIG,  
Field Marshal."

\* \* \* \* \*



"AMERICAN EXPEDITIONARY FORCES  
Office of the Commander-in-Chief,  
France

February 19, 1919.

*Major General Edward M. Lewis,  
Commanding 30th Division,  
American Expeditionary Forces.*

MY DEAR GENERAL LEWIS:

It gives me much pleasure to extend to you and the officers and the men of the 30th Division my sincere compliments upon their appearance at the review and inspection on the 21st of January, southwest of Tielle, which was excellent and is just what would be expected in a command with such a splendid fighting record.

After its preliminary training the division entered the line on July 16th, where it remained almost continuously until the end of October. In that time it was in the actual battle from the 30th of August and took part in the Ypres-Lys and Somme offensives. On September 29th the division broke through both the Hindenburg and the Le Catelet Nauroy lines, capturing Bellicourt and Nauroy, an operation on which all subsequent action of the 4th British Army depended. From October 7th to October 20th, the division advanced 23 kilometers in a continued series of attacks, capturing 2,352 of the enemy. Brancourt, Premont, Busigny, St. Benin, St. Souplet and Escaufourt, La Haie, Minneresse and Vaux Andigny are names which will live in the memories of those who fought in the 30th Division. But its especial glory will always be the honor you won by breaking the Hindenburg line on September 29th. Such a record is one of which we are all proud.

It is gratifying to see your troops in such good physical shape, but still more so to know that this almost ideal condition will continue to the end of their service and beyond, as an exemplification of their high character and soldierly qualities.

I inspected the artillery brigade of the division later, and found the same high standard of personnel that marks the rest of the division.

Very sincerely yours,

JOHN J. PERSHING."



As soon as word of the death of Lieut. Field reached the family, J. M. Field, a brother, began inquiries into the details of Lieut. Field's death. The official notice was finally received in a letter from Lieut. Field's commander, Colonel Joseph Hyde Pratt:

*"Commanding Officer 105th Engineers, American E. F. December 9th, 1918. To: G. Hq. A. E. F., France.*

1. In compliance with first endorsement it is reported that Captain Bascom L. Field was killed in action September 29th, 1918 while in command of his platoon on the Hindenburg Line just East of Hargicourt.

2. The Commanding Officer of the 105th Engineers wrote to Captain Field's mother, about October 5th, reporting the death of Captain Field and gave circumstances regarding his death.

3. About December 4th a letter was received from Mr. J. M. Field, the writer of the attached, by the Mail Clerk of the 105th Engineers, which was forwarded to these Headquarters and which was replied to in full giving full particulars in regard to the death of Captain Bascom L. Field and the location of his grave.

(Sgd.) JOSEPH HYDE PRATT,  
Colonel Engineers, U. S. A."

This was followed by a personal letter from Colonel Pratt, it being remembered that in the old college days Lieut. Field was a student under the then Professor Pratt:

"France, December 7th, 1918.

*Mr. J. M. Field,  
Climax, N. C.*

MY DEAR SIR:

Your letter of October 26th finally reached the Regiment and has been handed me by Corporal Dempsey, our Mail Clerk. I had previously written to Captain Bascom L. Field's mother giving her the circumstances regarding his death and the place where he was buried.

Captain Field was in charge of a platoon which was to keep open the road so that the Artillery would be able to



advance and so that we could keep supplies up with the troops. He advanced with his men in the attack of September 29th on the Hindenburg Line and was standing on the parapet of the trench directing his men when a shell exploded close by, killing him almost instantly, one piece of shrapnel hitting him in the forehead and another in the chest. He was not disfigured hardly at all.

As I wrote his mother, I considered him one of my best Officers and was personally very much attached to him. He had been associated with me in Highway Work in the States before joining the Army.

The boys in his company liked him very much indeed and he had the respect and friendship of all the Officers of the regiment.

He was buried in the Tincourt Military Cemetery and we erected a cross over his grave. His belongings were addressed to his mother and sent to the Quartermaster for forwarding, she should have received them by this time.

The battle in which he was killed was one of the turning points of the War and it was in this battle that the 30th Division broke through and smashed the Hindenburg Line, which was thought to be impregnable. It was a big achievement and the 30th made a big name for themselves in defeating the Germans on the Hindenburg Line.

With best wishes, I am,

Yours sincerely,

(Sgd.) JOSEPH HYDE PRATT."

Among the records in the possession of the brother, J. M. Field, is a large brown envelope covered with cancelled stamps, numerals and stamped notations of various kinds. It bears the post mark of Climax, North Carolina, October 17th, 1918, and is addressed as registered mail from J. M. Field to Lieut. Bascom L. Field, Somewhere in France. Stamped on it are these words "Deceased." Verified by R. & F. Div. P. E. S. C. P. O. A. E. F., in an inked square are these words "Killed in action at Hargicourt, Sept. 29th, 1918. Willard P. Sullivan, Capt. Engrs. Adj. 105 Engineers." Within are two letters written on plain paper, the letters being signed in childish scrawl:



"Climax, N. C., Oct. 16, 1918.

DEAR UNCLE BA:

I wish you was here to help us eat apples and pears and it will soon be time to go bird hunting. I started to my rabbit trap yesterday morning and saw a squirrel sitting in the road. I got Shep after it and he caught it for me. We have a little spotted calf, One week old yesterday. Chas. and I have been leading him about He is a fine calf. Myron want to help too. but he doesn't lead very well yet.

(Sgd.) JAMES."

"October 17, 1918, Climax, N. C.

DEAR UNCLE BA:

Was glad to get your nice letter, Aunt Ted was Here and we had a big time reading them. We would like to have you here to help pick a big patch of peas. it wouldn't be so hard to pick if I had lots to help. Mama has some pretty flowers and I would like to send you some but it is too far away. Maybe we can send you some apples before Christmas.

Charles wants one of those German guns to hunt rabbits with.

Lovingly,

(Sgd.) MARJORIE."

Harry Tucker who was a brother officer of Lieut. Field writes as follows:

"May 30th, 1919.

*To the Father of  
Captain Bascom L. Field,  
Greensboro, N. C.*

DEAR SIR:

I was with your son the night before he was killed. I later went with the Red Cross ambulance, and got his body, and had him buried. He, as of course you know, is buried in the cemetery at Tincourt, France. We all liked your son very much. He was every inch a man. Sometime when I am coming through Greensboro, I want to stop over and see you.

Assuring you of my sympathy for you and Mrs. Field in your loss, I am,

Sincerely,

(Sgd.) HARRY TUCKER."



The American Red Cross gives a careful and detailed account of Lieut. Field's death. This letter gives some insight into the wonderful work done by the Red Cross during the War.

THE AMERICAN RED CROSS  
National Headquarters  
Washington, D. C.

"1st Lieut. Bascom L. Field  
105th Engrs. 30th Division  
July 8, 1919.

*Mrs. M. C. Field,*  
*Greensboro, N. C.*  
*R. F. D. No. 3.*

MY DEAR MRS. FIELD:

We have received a report from our representative abroad concerning your son's death, given by Sergt. Hampton Morgan, whose home address is Marion, N. C., and which we quote below:

"Sgt. Morgan, who was with Lieut. Field from the time he left the States, until he died, almost in his arms, was the last man with Lieut. Field and was very much devoted to his Lieut. Sergt. Morgan, another lieutenant, and a sergeant wrote a long letter to Lieut. Field's mother, which she probably has by this time.

Sgt. Morgan lives in a town near Lt. Field's mother, and I am sure if she were to write to him he would be delighted to go and tell her more about her son—and none could do it better.

Briefly—it was 5:45 a. m., near Bellecourt and they were making an attack—the Germans were very close, they were waiting for the barrage to end, and when they came to an old trench, the Lt. stopped the platoon, told Morgan to go on in the trench with the men and he would wait to see that all the men were in. While he was standing on the parapet taking care of his men a shell from Jerry's barrage hit in a part of the platoon, killing Lieut. Field almost instantly. The Sergeant went to him, picked him up in his arms, carried him to a trench, where he died in about three minutes. He didn't speak a word.

The evening before when they were in an old quarry, Morgan went to headquarters for orders for the next day. Lt. had just received his Captain's commission. When he turned the orders over to Morgan, he said that if he should go to Blighty, the Sgt. was to go into his pockets, get the map, "don't let any-



one stop you, if anything happens to me the Red Cross men will pick me up." The Sgt. and four other men carried him off the field to Hdqrs.

He was buried in a pretty American Cemetery at Roselle, with full military honors, the Chaplain held services and taps were sounded. There is a cross with his tag marking his grave, which is well cared for.

From Sgt. Morgan's description of Capt. Field he must have been a remarkable man. "We all felt towards him as we would a brother, he was the best man I ever saw."

The cross was made by Corporal Earl Moore and Pat Hayle Carpenter of Forest City, N. C.

The Red Cross extends deepest sympathy to you in your great loss, and we feel sure that this splendid report will bring you much comfort.

Sincerely yours,

(Signed) W. R. CASTLE, JR."

Brother officers are unanimous in their praise of their dead comrades and their letters contain much of interest:

"11/25/17

Sedalia, Tenn.

*Mr. J. M. Field,*  
*Climax, N. C.*

DEAR SIR:

Your letter of the 17th received and I am glad to tell about your brother who lost his life Sept. 29, 1918, near Bellicourt. I was with him when he was killed. We left Rosell that morning at 4:45 and went up to within about one mile of Bellicourt, just as close as we could get to the line which the Germans was holding at the present time and we stopped to take cover in an old trench to wait until the minute came to go over the top.

Your brother stopped at the head of the trench to see that all of the men that he was in charge of got in the trench and while he was waiting for the men to get into the trench, a shell fell near him and a piece of the shell struck him in the right temple and when he fell I went to him and he never did speak and died in a few minutes after I got to him. I picked him up and layed him down in the trench and went to some of the rest of the boys that was wounded. I did not take any of his personal property off of him for I did not think of it and I



do not know what became of it for they never did find out at Headquarters of the 105th Engineers and on Sept. 30th, at 6:30 P. M. I took four men and went out on the field where I left your brother and carried him in to the Headquarters and his personal property had been taken off him before we picked him up. He was buried near Roselle about three miles from Bellicourt. I and the rest of the boys thought as much of him as we did a brother and that is why we carried him in off of the field so that we would be sure that he was buried. I had known your brother for over a year and was with him every day.

I do not know Earl Moore or Carpenter but I do know Pat Hayle. He was with your brother when he was killed. Pat Hayle lives some place in Tenn. but I do not know where. I will be back in Marion, N. C. the last of next month and if I have time I will come to see you and tell you all about your brother's death. I could make it so much plainer to you.

Yours truly,

(sgd.) H. MORGAN,  
Sedalia, Tenn."

\* \* \* \* \*

"Company "D" 105th Engineers,  
American Expeditionary Forces,  
November 25, 1918.

*Mr. J. M. Field,*  
*Climax, N. C.*

DEAR SIR:

Your letter of October 30th just received. I am sorry I haven't written to you before in regard to your brother. Captain Armstrong wrote to your mother some time ago I believe.

Your brother was one of the best friends I ever had and I loved him like a brother. We were together constantly while we were both with the Company, but were separated at the time of his death.

He was loved and admired by all who knew him and his many friends were deeply grieved when they heard of his death. He was one of the Colonel's favorites and was loved



and admired by his men and every officer in the Regiment. He was one of the most efficient officers in the Regiment and at the time of his death his recommendation for Captaincy had been forwarded to General Headquarters and had he lived he would have been made Captain in a very short time.

He was a true gentleman and soldier in every respect. His character and reputation in this Regiment was the very best attainable and his loss was a very serious one to our Company and Regiment.

He was killed on the morning of September 29th while he was getting his men under shelter from shell fire. He had waited until his men were all under shelter before he sought shelter for himself and had just started into the trench when a large shell exploded very near him. He died in a very short time.

Our regimental chaplain took charge of his personal effects with the exception of a few pieces of the clothing—1 Uniform, 1 cap, 1 Extra Pr. Trousers, 1 Sam Brown Belt, 1 Pr. Leather Leggings, 1 Pr. Spiral Leggings, 1 Pr. Spurs, Some letters, 2 Photographs, 1 Small Testament—which I have been looking after with the hope of sending them to you, but on account of some regulation it seems that I will have to wait until I get back to the States before I can send them to you. But I will take good care of them and send them to you the first opportunity I have.

On account of our censorship rules I cannot give you much more information in regard to the work he did. He did and was doing at the time of his death very satisfactory work I can assure you.

Yours very respectfully,

(sgd.) CLARENCE S. STROUP."

\* \* \* \* \*

"Dec. 21/18.

MY DEAR MR. FIELD:

Your brother was a warm personal friend, as well as a valued lieutenant in my company. As an Officer his worth was in part shown by his promotion, and the papers for which were en route and knowledge of which we received two days



previous to his death. In subsequent actions he would have had a company of his own. He was one of those rare men in whom we all place implicit confidence, and whose best effort is always to be counted on. That his platoon carried on without him through the thickest of the melee, as sticky a spot as troops ever encountered, redounds to his everlasting credit. It was his training, his force, his spirit, that carried them through. He did his part fully and wholly, without a selfish thought and it is such as this that has brought victory and peace to civilization and pray God we may keep it. But not at a price. There are some things that cannot be bartered with, and the Boche spirit is one of them. Bascom and those who have gone West with him will not let us forget. Their sense of values is just and high, and they have given without stint.

I am sorry that I cannot comply with all your request. We have no pictures or means here of taking photos. Letters from those here will accompany this. Lt. Stroups, who was Bascom's most intimate and close friend will at a later time gather what he can together for you.

My association with your brother has been a source of great pleasure and satisfaction. As an Officer he was splendid, as a friend he was one indeed. His work with the regiment before leaving the States you know. He joined us on this side, after completing a special training course in the A. E. F. Engineer Schools. He did most valuable work with the Company when it had its first training and experience in front line work about Ypres, Belgium. He did excellent work as liaison officer with the II British Army Corps when our division operated in the famous Canal Sector, between Mt. Remmel and Ypres. He also served in the line with the company there, doing specially fine work at the battle of Woormezeele. Again during a rest and training period while we were in Reserves behind Arras, he did invaluable work with the company and particularly with his platoon. Then we stepped into the attack that broke the Hindenburg line at the Bellicourt Tunnel. He organized his men, carried them forward, kept them in spirit under most trying conditions in the shell torn quarries of Templeaux La Fosse. During the black and hard night of



Sept. 28th he moved his men over shell swept fields to his position on the jumping off tape, a few hundred yards from the boche lines. Through the agonizing hour of preliminary bombardment he held his men there, and at the appointed moment, at the break of dawn, moved them forward at the edge of the inferno of our barage though the heaviest that the British had ever layed down, the boche batteries were not all silenced. As he strode forward, placing his men in the muck and smoke, a burst before him shattered his luck. He went quickly and mercifully, without pain or mutilation. A small piece through the forehead. His men carried him into the shelter of a trench and rendered first aid, but he was gone. He lies with other heroes of the Division, Old Hickory's pride, in the little cemetery of Tincourt.

It is a pleasure to write of one of whom all things that you can say are good. I regret that I can only tell you about them. He lived them.

Sincerely & respectfully yours,

(Sgd.) MERWIN ARMSTRONG."

\* \* \* \* \*

"France 26-11-18

*Mr. J. M. Field,*  
*Climax, N. C.*

MY. DEAR SIR:

It has been my intention to write to the family of Capt. B. L. Field every since the day I knew of his death—the day after he was killed. I desired particularly to communicate with his mother and trust you will forward this letter that she may read it.

Capt. Bascom L. Field was killed on the morning of 29th Sept. 1918 just east of Villeret, France, in the attack on the Hindenburg Line, opposite Bellicourt (about midway between Cambria and St. Quinten) by a high explosive shell that hit very near where he was standing supervising the work of his men—they were moving up artillery, that is repairing the road for the light artillery under heavy shell fire. The Germans put down a counter barrage but Capt. Field lead his men for-



ward to do what was necessary and in that manner received the wound that must have killed him instantly.

As soon as word of his death reached me Capt. Geo. W. Gillete (now Major) and myself went over the field, finding his body where described. Am of the opinion a shell fragment entered the brain as his body was not mangled nor marred in any way. The body is buried as described in the official report and marked by a white cross made by his comrades and I understand that Col. Joseph Hyde Pratt has written either you or Capt. Field's mother, giving all the particulars, so will just say how sad and grief stricken, we, his comrades who loved him, are over the loss of such a noble man, a Christian gentleman and an officer loved by his fellow officers and men. Many others fell the same day, some fifteen or twenty of Capt. Field's own men, it was the hardest fight the division ever had, but victorious.

In your hour of sorrow and grief you have the sympathy of all of his fellow officers and men, especially his mother of whom I have often heard him speak.

Respectfully,

(Sgd.) P. C. COTHMAN,

Lt. Col. 105th Engineers."

\* \* \* \* \*

"Climax, N. C.  
Oct. 24, 1918.

*Mr. J. M. Field,*  
*Climax, N. C.*

DEAR SIR:

Your letter just received.

My heart is too full to say much if I was able to write it. Bascom was as near and as dear to me as a brother and I assure you, you have my sympathy to the fullest.

Those of us who knew him best loved him most and I know when the hour came he met it as only a brave and true man can, for there was no yellow in the blood that ran in his veins.

If you write to your mother please extend to her my most sincere sympathy and also that I would come to see her if I could.



As to the other matter you spoke of I will be glad to help you if I can.

You can come up some morning (not Sunday as I usually have company then) as I feel more like talking then.

With best regards to you and your family, I am,

Yours truly,

(Sgd.) H. B. CRAVEN."

\* \* \* \* \*

How Lieut. Field was thought of by his men is told in the following letter from Corporal C. L. Dempsey:

"France, December 1st, 1918.

*Mr. J. M. Field,*  
*Climax, N. C.*

DEAR SIR:

Replying to yours of recent date, relative to the death of your brother, Captain Bascom L. Field.

I would have answered sooner, but was delayed by an accumulation of mail that had piled up while the Division was in the line.

Your brother was killed near Bellicourt, on the morning of September 29th, when his Division launched the attack that broke the Hindenburg line, and which, before the Division came out for rest, drove the Germans beyond the Sambre river, a distance of approximately 25 miles. He was killed at the head of his men, by a high explosive shell, and death was probably instantaneous. He was buried at Tincourt. The Regimental Chaplain has the exact location of the grave, but as he is absent on leave at present I will have to wait until his return before advising you.

His popularity among the men and officers was a byword in the regiment, and it is my sincere belief that there was not a better liked officer in the outfit. I knew him very well, personally, and had conceived a warm admiration and liking for him. His death came as a severe blow to all, and put a considerable damper on the enthusiasm which we naturally felt on the occasion of our success against the famous (and considerably over-rated), Boche.



I showed your letter to the Colonel and Lieutenant Colonel of this regiment, and you will probably hear from both of them, if you have not already done so.

Trusting that you will accept my sincere sympathy, and the continued assurance of my regard, I remain,

Respectfully yours,

(Sgd.) C. L. DEMPSEY,  
Corporal, Engineers."

\* \* \* \* \*

Fittingly the last letter given in this record is from the woman Bascom Field was to have married. The contrast is now complete. Son of a minister of God, trained to lead and direct works of peace, betrothed to a good woman equally fitted with him to create an American family, he must die astride the Hindenburg line in the last days of the war, with the German force broken, as he was directing his own men to safety.

The letter from his promised wife follows:

"Four Oaks, N. C.  
December 7, 1918.

DEAR MEB:

I have intended writing you for some time, but school duties have prevented my doing much writing.

I want to tell you I appreciate more than I can say the kind feeling you have for me. I assure you it helps greatly to feel that Bascom's loved ones feel this way toward me. No one can take his place, but certainly his own can come nearest.

His people had grown to be very near to me and I had looked forward to the time when I had hoped to be one of them. His death was a cruel blow to me as I felt all my future happiness was wrapped up in Bascom. I suppose there is nothing for us to do now, but make the best of it.

He died on the field of honor and we can always be proud of him. But I wish it might never have been. Few have fallen who were Bascom's equal, they are few and far between.



I believe Stella said there had been nothing definite arranged about memorial services.

Kindest regards to you all,

Most sincerely yours,

(Sgd.) ONA H."

\* \* \* \* \*

Lieut. Field's picture appeared in two National publications, following his death. The Roll of Honor as published in *Leslie's Weekly* on March 22, 1919, contains a picture of Bascom Field with these words "Capt. Bascom Lee Field, Greensboro, N. C., 105th Engineers, who was killed near Hargicourt, France." The mid week pictorial also contains his picture, under his name being the words "killed in action."

One of the most striking coincidents in connection with the death of Lieut. Field is the fact that on the same day, namely October 27, 1918, the *Greensboro Daily News* of Greensboro, N. C. printed a story of the death of Lieut. Field and also of the death of President E. K. Graham.

President Graham as head of the University of North Carolina was a figure that Lieut. Field, in common with hundreds of other students, worshipped. Lieut. Field died at the battle front in France. President Graham died in the midst of a fight to prepare democracy not only for war, but for peace. That two such striking figures, so closely associated in life, should have their deaths chronicle together is unusual. Two newspaper stories follow :

"Believing in the doctrine that "actions speak louder than words," Lieutenant Bascom Lee Field bravely went to his death in action on the battlefields of France on September 29, 1918. He was the second Guilford county officer to lay his life on the altar of service in the cause of world freedom.

Mr. Field in May, 1917, volunteered for service, entered the second training camp and was commissioned as first lieutenant from Oglethorpe in November of that year. He trained for artilleryman, but was later transferred to what is known as the 105 Engineers. From Sevier he went across last May and had been in active fighting for some weeks prior to his death.



"Among the last letters received from him was one begun on September 10 and finished on September 19, 10 days before his death. Writing his brother he said, "I am hoping to be home Christmas, 1919, but it may be hoping for too much," and referred to the fact that even though Germany was subdued it would be necessary to police that country for some time. "During the past two weeks we have had some real action in participating in the offensive against the Hun. I would like to give you some particulars, but cannot now." In concluding the letter he wrote: "I will try to complete the letter begun nine days ago. I was for several days the only officer in the company, the others being away on special duty, and I have had my hands full." Speaking of an eight mile hike, entraining for a 40 mile ride and then a hike of five miles, which had just been completed, he said: "Seeing Europe from a box car was something I did not anticipate doing in my early days. I can laugh about all these things after they are over, but they don't seem so funny right at the time." He spoke of his confidence in the fact that the Huns were on the run and that it was only a question of time before the allied armies would be complete masters of the situation.

"Lieutenant Field was a graduate of the University of North Carolina, class of 1915, choosing the profession of civil engineer. Immediately following his graduation, he became connected with the R. G. Lassiter Company and was with that concern until the time he entered the military service. His was a most promising future and he held the esteem and confidence of his associates in business and the warm friendship of all with whom he came in contact.

Long before the war was entered by this country, Lieutenant Field was of the opinion that this country should enter the conflict to keep the Huns from this country. As early as 1915 he was of the opinion that this country would be forced into the struggle and was ready and eager to do his full part in the emancipation of the oppressed of the world.

The *Yackety-Yack*, of 1915, carried the following regarding Lieutenant Field:



## BASCOM LEE FIELD

GREENSBORO, N. C.

*Age, 25; height, 5 feet 11 inches; weight, 155*

Y. M. C. A.; Di Society; Guilford County Club; Elisha Mitchell Scientific Society; Asso. Bus. Mgrs. *Tar Heel* (3); Manager (4); Sec. of Class (2); Sec. and Treas. Class (3); Football (2, 3, 4); Scrub Baseball (1, 2,); Soph-Junior Debate (2); Commencement Marshal (3); Greater Council; Junior Orator; *Yackety-Yack* Board (3); Golden Fleece; Phi Beta Kappa. L. W. Civil Engineer.

Bascom is one of the hardest, most consistent workers we have. He strictly minds his own business and minds it well. He was liked by everybody and can be depended on to do his duty and a little more. Bascom could be a good athlete if he could spare more time from his work; but with so much on his shoulders, he has been one of the best of class athletes. A civil engineer managing a newspaper might stump some people but not Bascom. He chose "Skeet" Cobb for his love and let the skirts alone."

\* \* \* \* \*

### "PRESIDENT GRAHAM OF THE STATE UNIVERSITY DIES FROM PNEUMONIA

Chapel Hill, Oct. 26.—Edward Kidder Graham, president of the University of North Carolina, prominent leader in state, southern and national educational affairs, died at his home here tonight at 8:15 with pneumonia, following influenza. His death, although not unexpected by those who were acquainted with the serious nature of his illness, overwhelms the university community with grief and will bring sadness to thousands of former students and friends throughout the state and nation. The funeral will be held here Monday at 2 o'clock.

In the death of President Graham the university loses a leader who in the brief period during which he had been at its head had brought it into intimate touch with the people in a steadily increasing service and at the same time had focused the attention of the nation upon it as an institution keenly sensitive to the educational needs of the present day.



### STRONG WITH STUDENT BODY

Since America's entry into the war Graham's qualities as a director in all fields of educational endeavor had been constantly sought and at the time of his death he was serving as director of the student's army training corps of the South Atlantic states, as trustee of the American University Union in Europe, as a member of the international committee of the Y. M. C. A. and as a member of the educational committee of the council of national defense.

Within the university circle President Graham was the intimate, inspiring friend of every member of the faculty and student body. His personality was of the uplifting, stimulating sort that gave new ideas to men and as a result his death will be felt as a deeply personal, spiritual loss to thousands of university men.

President Graham is survived by his father, Archibald Graham, of Charlotte; a sister, Miss Mary Owen Graham, president of Peace institute, Raleigh; a brother, Archibald Graham, Jr., of Charlotte, and his only son, Edward Kidder Graham, Jr., age seven. His wife, Mrs. Susan Moses Graham, died in December 1916.

Dr. Graham was elected president of the university in June, 1914, and was formally inaugurated the following April."

\* \* \* \* \*



After reading these letters, particularly those from the little niece and nephew which were never delivered, and the one from the woman he was to have married, we can read perhaps deeper feeling and truth in the following well known poems :

#### WE SHALL NOT SLEEP

In Flanders fields the poppies blow  
Between the Crosses row on row,  
That mark our place ; and in the sky  
The larks still bravely singing fly,  
Scarce heard amidst the guns below.

We are the dead.  
Short days ago we lived, felt dawn, saw sunset glow,  
Loved and were loved, and now we lie  
In Flanders fields.

Take up our quarrel with the foe,  
To you from falling hands we throw the torch—  
    be yours to hold it high ;  
We shall not sleep, though poppies grow  
In Flanders fields.

#### AN ANSWER

In Flanders fields the cannons boom  
And fitful flashes light the gloom,  
While up above, like eagles, fly  
The fierce destroyers of the sky ;  
With stains the earth wherein you lie  
Is redder than the poppy bloom  
In Flanders fields.

Sleep on, ye brave. The shrieking shell,  
The quaking trench, the startled yell,  
The fury of the battle hell  
Shall wake you not, for all is well,  
Sleep peacefully, for all is well.  
Your flaming torch aloft we bear,  
With burning heart an oath we swear  
To keep the faith, to fight it through,  
To crush the foe or sleep with you  
In Flanders fields.



When all's said and done, the question is why did Bascom Field go to war at all? Contrasting opinions exist as to why the United States went to war, swinging from "making the world safe for Democracy," to "Making the world safe to Democrats," and the sign of the dollar" as opposed to "The sign of the Cross."

Scatter brained youth, adventure loving idlers, those craven of public opinion and a dozen different shades went—volunteers or by draft.

But Bascom Field, an expert in a profession, needed at home; educated, not emotional; a producer, a man of mental poise, a thinker, a student, a Christian. Why did he volunteer at the start? Why did he advocate intervention long before it came? He was only one. He was not needed vitally. Why did he, an American, calmly, quietly, and courageously stand on the parapet of a trench in France, while he directed his men to shelter, and meet his piece of war torn German steel face forward and thus destroy the whole plan of his life?

Simply because it was the right thing to do. That's literally all. It was the right thing to do and he did it.

And thereby and therein lies the hope of this world.

Profiteers, apostles of hate, disciples of greed, practitioners of lust and lovers of ignorance, liberated by the churn of war may scum the surface of our National life for time to come.

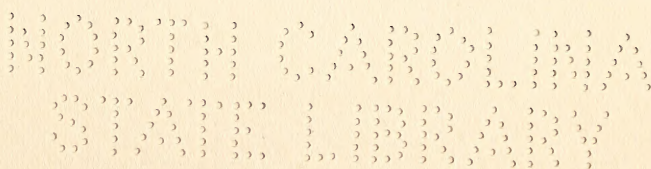
But the Bascom Fields who are alive will finally prevail, and were not some to die as did this Bascom Field we might fail to know we had them.

Bascom Field dead?

He will live years from now in the lives and hearts of millions who never knew him in the flesh!

Why?

Because he did the right thing simply because it was the right thing to do.





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Fuller, Walter Pliny.  
Bascom Lee Field, 1890-1918.



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**J. M. FIELD, Planter**  
**Climax, N. C.**

**JAN 6 - 1925**